

Motor Motions

By
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The past week saw the opening of the first of the big annual automobile shows and dealers and owners throughout the entire country are watching the developments shown in the 1909 models with the keenest interest. The annual show given at the Grand Central Palace, New York, under the auspices of the American Motor Car Manufacturers association, closed on Thursday after a most successful session. The exhibits were the most numerous ever shown by the association and gave the visitors their first view of the innovations which will be employed by the manufacturers during the coming year.

On January 16, the Madison Square Garden show will open its doors to the public. The arrangements for the exhibit of motor vehicles in the Garden this year are more elaborate than ever before. The main floor of the Garden will be devoted to the heavier types of pleasure vehicles and a tan bark ring will allow of the actual exhibition of the running qualities of the cars shown. A second floor has been arranged above the boxes of the Garden and this space will house the lighter pleasure vehicles which will be shown in large numbers. The top gallery will be the location of the exhibits of the manufacturers of accessories and sundries. The exhibition of sundries and accessories will attract wide spread attention as the developments along these lines during the past year have been most marked. Never before have there been so many products offered to the public for the comfort and convenience of motorists and the local dealers are anxiously awaiting the result of the eastern shows before purchasing their spring stock of sundries. The commercial vehicles and heavy motor trucks will be housed in the basement of the Garden.

The members of the American Automobile Association have all been granted a special railroad rate from all parts of the country to New York, during the Madison Square Garden show.

The majority of the exhibits will be shipped from New York direct to the Chicago show which opens February 6. The Detroit show held under the auspices of the Detroit Automobile Dealers Association will take place immediately after the close of the Chicago show and will last one week. The allotment of exhibition space has been completely exhausted and the Detroit show will be one of the most interesting of the season.

The coming week is one of supreme moment to the motorists of Utah. The Good Roads convention called some time ago by Governor John C. Cutler will be held in the Armory Hall January 14, and will discuss legislation which is bound to result in a decided improvement of the highways of the state. The interest in the convention has grown mightily and the delegates present will include not only the motorists of the state, but the city and county officials of nearly every county and a delegation of farmers. Never before have the owners of automobiles and the farmers gotten so close to each other and their combination will secure the passage of any measure which may meet with the approval of the convention when the measure is presented to the coming legislature. There has been some difference of opinion as to the good roads measures which will be of the most benefit to all. The farmers desire the outlay of money upon as many roads as possible and wish to spread the building and repairing of roads over as much territory as possible. The motorists desire one big state highway to reach from Logan to the southern limits of the state. The matter will be submitted to the convention and what ever plan is decided upon will be heartily supported by all.

The good roads movement is rapidly spreading

to the adjoining states and Utah automobilists who do not desire to confine their journey to the state will learn with joy that the provisions are being made to make the road between Cheyenne, Wyo., and Denver, an ideal one for motor vehicles. A conference is to be held at Cheyenne within the next few days between the committee of the Rocky Mountain Highway Association and the Cheyenne Industrial Club. The former organization is understood to be willing to provide for improvements from Denver to the Wyoming line and it is the intention of the Cheyenne Industrial Club to improve the road from the line to Cheyenne. The road will form a portion of the proposed highway to the Yellowstone Park.

The midnight "joy rides" indulged in by certain chauffeurs unknown to their employers and from which many local automobile owners have suffered are meeting a just retribution in Maryland. The laws of that state make it a misdemeanor for a chauffeur to take out the cars of owners without their consent. The first conviction occurred this week when James L. Hild, employed by President Oscar G. Murray of the Baltimore & Ohio railroad, was fined \$101.45 for this offense. The Maryland State Automobile Commission is determined to embody a severe penalty for reckless driving in the proposed measure soon to come before the legislature.

The past week has been a busy one among local dealers. The magnificent new 40 H. P. Haynes Model X was delivered to E. B. Wicks during the week. Although the inclement weather prevented any extended use of the new car Mr. Wicks was enabled to make two trial trips within the paved district and was delighted with his purchase. The car is finished in dark blue enamel and is one of the handsomest models seen on the streets for a long time.

August Stocker, local agent of the Peerless company, has been asked by the Peerless company to notify them of the arrival of any owner of a Peerless car at the New York Automobile show. The company has made preparations for their entertainment while in New York. Mr. Stocker has also been notified that Charlie Burman, the noted driver who has been for years connected with the Peerless company, will be in Salt Lake within the next few days. Burman is the only man who ever finished three Glidden tours with a perfect score. The Glidden tour is known all over the world and is acknowledged to be one of the best tests of both drivers and machines. Burman will give many a valuable hint to local drivers during his stay here. Mr. Stocker is anxiously awaiting the arrival of the new Autocar 26 h. p. tourabout which has been designed by the Autocar company to meet the requirements of those wishing a high grade car of abundant power at a moderate price. Its medium size and weight give it a low cost of up keep and it can readily be arranged to carry either two, three or four passengers.

The Consolidated Wagon & Machine company closed contracts with the Franklin, the Buick and the Ford Motor car companies and are confident that from the stock cars of these three companies they will be able to meet the demands of the most exacting customer. Manager Young of the automobile department of the Consolidated Wagon & Machine company is a firm believer in the steadiness of the demand for the lower priced cars and is pinning his faith to the Ford and the Buick. The Ford company has confined its efforts for 1909 to the building of one car. It is a four cylinder, five passenger touring car and is a model of construction and finish. The car repre-

sents the experiments of years at the Ford factory and retails as it does at but \$850 at the factory it is bound to be a favorite among motorists in Salt Lake. The car with top, lamps, etc., can be put down in Salt Lake for approximately \$1,100. It is equipped with either touring car, coupe, landaulet or town car bodies.

The first of the famous air-cooled Franklin cars has arrived in the city, but has not yet been uncrated. Now that the contest season for 1908 is over it is possible to obtain definite information in such matters as gasoline consumption. In four separate competitions the Franklin car traveled an aggregate distance of 3,189 miles on 199.38 gallons of gasoline, or approximately 16 miles for each gallon of gasoline. The first of the Buick light cars which had such a sweeping victory in the light stock car class at Savannah, and which attained a speed of 70 miles an hour, will arrive in the city within the next week. The car represents a number of changes over the 1908 model, chief among which is the double ignition system and a longer wheel base. The Buick company is expected to spring a sensational surprise by their exhibit at the eastern shows, but the details of the new model are not yet made public.

Manager Charles A. Quigley of the Studebaker company will leave during the week to take in the New York and Chicago shows. He will also visit the Studebaker factory and will return with all the latest information of the trade at his finger's ends. The Studebaker company is pinning its faith to the E. M. F. 30 h. p. model, which has attracted so much attention in Salt Lake since its arrival. Economy and low up keep are prime factors to meet motorists and the E. M. F. is unique in these respects. Its mileage from actual tests ranges from 16 to 18 miles per gallon of gasoline according to the condition of the roads. A gallon of lubricating oil lasts approximately 300 miles. The E. M. F. gasoline tank has a capacity of twenty gallons and the oil reservoir of one gallon so that the car has an actual radius of 300 miles without refilling. The car, which weighs 1,800 pounds, is equipped with 32 by 3 1/2-inch tires which have a combined efficiency of 2,500 pounds, leaving a wide margin for the load.

The Sharman Auto company has been busily employed during the week in supplying the demands of their customers. Four cars were sold to local enthusiasts during the week. Oscar G. Hemmenway purchased a 40 h. p. Stoddard-Dayton racer and can be expected to burn up the best stretches of road throughout the state during the coming summer. The car is guaranteed a speed of sixty miles per hour and will be beautifully finished. Harry Luff purchased a 20 h. p. Mitchell roadster, as did W. C. A. Vissing and it is evident from the demand for the Mitchell car that it will be among the most popular models ever offered in Salt Lake. R. H. Doole secured a Maxwell runabout.

Some idea of the care and expense with which the high grade cars of 1909 are being equipped may be judged from the fact that the Pierce company, represented in Salt Lake by the Tom Botterill company, is equipping all its cars with special spit fire spark plugs known as the seepable magnito model and having platinum points containing 15 per cent iridium. As platinum has a market price of \$25 per ounce and iridium of \$125 per ounce it can be seen that the mere expense for the metal for these points is no small matter. The Botterill company also has a novelty on exhibit in the Anderson glass spark plug. The plug is transparent and the spark can be watched and its strength gauged without difficulty.